—SCIENCE—
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AROUND THE LAKES.

CLEVELAND.

Tug Patrick Henry will have repairs made to her rudder on Smith's boxes.

The propeller W. L. Wetmore has been stopped and will be laid up this week.

Propeller S. F. Hodge, Captain Campau, received a new coat of print while lying at Brett's dock.

The damaged schooner Selkirk was towed to Port Huron by propeller Ogemaw where repairs were made.

The schooner F. A. Morse takes 60 cent coal to Wasburn and will return to this port with Ashland ore at $1.60.

Captain T. Wilson was in Buffalo in regard to the Wallula. The steamer will get a new rudder in place of her iron one.

Nahant and schooners Our Son, John Richards, James E. Gilmore, ore, Escanaba to Cleveland, $1; schooner F. A. Georger, coal, Ashtabula to Chicago, 60 cents.

Schooner J. C. Harrison, 518 tons, ashore near Oscoda and abandoned by her owners Captain A. Bradley, et al, was built by Quayle & Martin, Cleveland, in 1870 and was valued at $16,000.

Captain C. E. Benham, who has been in Milwaukee the past two weeks, looking after repairs to the schooner George Sherman, in the interest of the insurance company, returned to this city Monday.

Propeller B. W. Blanchard, recently extensively repaired at the Union drydock, Buffalo, appeared here Monday. She has taken the place of the St. Louis on the route between Buffalo and Duluth.

H. N. Jex, submarine diver, who received the contract for raising the schooner J. J. Hill, sunk between piers at Fairport, has been at work during the week taking out her cargo of stone. Mr. Jex expects to raise the boat out of the way by the first of next week.

At Globe drydock the propeller V. Swain was searched up, had buts calked and leak stripped. Propeller Raleigh had buts and bottom calked and some slight repairs. Propeller W. L. Wetmore had buts and bilge calked and got a new stem iron. Schooner H. J. Webb, when she arrives, will go into drydock to have bottom recalked.

The case in the United States district court, entitled Jesse Sims against the propeller Chicago has been settled by the parties and dismissed. This case grew out of a collision between the propeller Chicago and a loaded mud scow belonging to Jesse Sims, on the 23d of September, 1881, by which the scow was damaged in the sum of $819.36, as claimed by Sims.

Schooner Niagara, Captain J. Connor, delivered a cargo of 33,660 bushels of wheat at Gardner, Clark & York's elevator, this city, on the 24th. This cargo was taken at Duluth elevators A and Q, D, E and B and the bill of lading called for 33,632 bushels 40 pounds. Captain Connor thinks he is in luck this time, having received from all the elevators and having overrun 27 bushels and 20 pounds.

While we missed the two new propellers, A. Folsom, 672 tons, hailing from Bay City, and B. W. Arnold, 944 tons, hailing from Port Huron, as they just put in here to coal up at Presley, Arthur & Co.'s dock, 180 River street, last week, shipbuilders here say that in their construction and appearance as fine boats, they bear out the comments made in the RECORD at the time they were launched.

A private telegram from Ontonagon says the tug Quayle was burned off that port. She was bound for Duluth with the schooner Zach Chandler and barges Commodore and Peck in tow. The last dispatch received said that all were rescued. The tug was owned jointly by J. W. Warner, Warner & Becker, Ward & Jackson, John Thompson and the McEachren estate, all of this city, and commanded by Captain Washington Moore of Algonac. The Thomas Quayle, 202, tons, was built in Cleveland by Quayle & Martin in 1867 and was extensively repaired in 1884, classed B1 and was valued at $12,000. Partially insured.

GRAND HAVEN.

Special to the Marine Record.

Schooner Stafford of South Chicago, recently damaged by going against the piers at White Lake, was hauled out on the ways of the Grand Haven Shipbuilding Co. for repairs.

The schooner Evaline Bates was sold on Saturday by United States marshal sale to James Kennedy for $650.

The schooner Stafford has had her damages repaired at the Grand Haven Shipbuilding Company's yard, and was to-day towed to Muskegon by the tug Kingsbury. She had also her entire rigging overhauled, and is now in excellent trim.

TRENTON.

The tug Stranger, Captain Laframboise, lying at dock here, took fire last night and burned to the water's edge. She was cut loose from the dock and floated down the river and sunk. The cause is unknown. The tug was built by Campbell in Detroit in 1863 and rated B1, valued at $6,000 and owned by Captain Laframboise. The Stranger was insured, but for what amount we cannot say.

KINGSTON.

Steambarge Indian, which recently laid up, burned Wednesday evening. No insurance. The Indian, 373 tons, was built at Buffalo by Weeks, in 1853, and extensively repaired in 1882, owned at Kingston by Samuel Fraser, classed B1½.

Schooner Jura, with barley for Oswego, is reported ashore at Main Duck. Assistance has been sent from here.

DULUTH.

The feeling among vessel men engaged in the Lake Superior grain trade is much firmer than it was before the recent ruling regarding the transportation of grain in Canadian bottoms, and rates out of Duluth have already advanced. Steamship Iron Chief, has chartered wheat Duluth to Buffalo 4c.

KEWANEE.

Two government dredges which have been at work on the harbor at Kewanee the past two months have succeeded in opening a cut 120 feet wide with 12 to 15 feet water. Captain Lathrop, who is in charge of the dredges, has pushed the work vigorously and the harbor in its present unfinished condition is a much better harbor of refuge than many so called harbors in the vicinity. It is already being used a great deal by vessels trading along the west shore. It would be used much more if vesselmen understood that it was open. Vessels in entering should keep well up to the south pier.

SANDUSKY.

Frederick and John Braner, deck hands, and William Cox, fireman, on the steamer Hayes, had a narrow escape from death while asleep about 3 o'clock Monday morning in the forecastle of the above steamer while she was lying at her dock at Plaster Bed, about eight miles from this city. The forecastle is heated by a hard coal stove, the gas from which escaped. Cox was aroused by a choking sensation and got out of the forecastle in time to call for help. Captain Slackford of the Hayes heard the cries and ran to the forecastle in response and rescued the deck hands, who were in an unconscious condition. All the men are still sick from the effects of inhaling the gas.

MT. CLEMENS.

A Weston & Co., the Tonawanda lumber dealers, will next winter build a large steambarge at their yard at Mt. Clemens. The new craft will be constructed under the supervision of Captain Wm. Dulac, who will own an interest in her. She will be double decked, with a capacity of about 1,000 tons, and will be finished by the opening of navigation.

CHICAGO.

Special to the Marine Record.

The schooner John M. Hutchison, Captain Robert Todd, arrived on Friday from Buffalo with 1,900 tons of coal which she loaded at the Delaware and Lackawanna shutes in two hours and twenty minutes. The Hutchison received a new main sail, fore sail and jib from Gilbert, Hubbard & Co., before leaving this port.

Captain William Mitchell, of the firm of Mitchell & Boutell, is here from Bay City, looking after the repairs of their barge Favorite in one of Miller Brothers' docks.

The schooner City of Green Bay, Captain P. Costello, which arrived early Friday morning with lumber from Alpena, encountered very heavy weather after rounding the Manitous, and a portion of her deck load was jettisoned to save her.

Captain Foster, of the schooner C. P. Minch, reports that when off the Manitous, bound for Chicago, John C. Johnson, a seaman, fell from the masthead and was drowned. The body was not recovered. Johnson was a Norwegian, twenty-five years old, and, so far as known, had no relative in this country.

Captain Thomas Birch, whose mysterious disappearance last week caused so much anxiety to his friends, was seen on Halsted street, Sunday night, by one of the J. D. Sawyer's crew. It is possible that Captain Birch will join his vessel at Buffalo.

Judge Blodgett rendered a lengthy decision Monday in regard to the distribution of the proceeds of the excursion steamer Saginaw, which was sold under proceedings in admiralty. A large number of claims have been put in for material, supplies, etc., some of which were defended and others not. The court held that the claims for the season of 1885 should have priority over those of 1884, and that the Detroit and Chicago creditors should stand upon an equal footing.

The board of marine underwriters at a meeting Monday advanced rates for November as follows: From Chicago per $100—Lake Michigan, 75c; Lake Superior, $1.25; Lake Huron, Sarnia and Detroit river, 85c; Georgian bay, $1; Lake Erie, $1; Lake Ontario, $1.35; Ogdensburg, $1.45; Montreal, $2. Add 30 per cent. for B1 vessels.

The wreckage reported off Grand Haven is identified as that of the scow S. P. Wilson, which recently went to pieces off that port.

E. J. Moore has been appointed keeper of the lighthouse at South Chicago vice C. B. Rushmore, who has been removed for cause.

The Marine Hospital office will not be moved into the new barge office, according to a recent decision of the Secretary of the Treasury.

Lieutenant Rogers, inspector of the life saving service on Lake Michigan, has been appointed superintendent of construction of the new life saving station at Sturgeon Bay. He will also superintend the construction of stations at White River, Holland, and South Haven.

Captain Poltgather, master of the scow S. P. Wilson, which was lost at Grand Haven recently, says his vessel ran on the wreck of the steamship Amazon, just south of the piers, and became a total loss before an effort could be made to release her. Thus it would seem that the Amazon is a dangerous obstruction to navigation.

The scow Albert D. Smith, Captain John Olson, arrived Tuesday morning from South Haven with a load of potatoes and apples. She stopped at the Chicago Drydock Company's shipyard on her way up the river, and took out her masts and spars to enable her to go through the canal. She goes to New Orleans to unload.

The propeller City of Detroit, Captain Lyman Hunt, which arrived from Duluth last Saturday, encountered heavy weather and snow storms on Lake Superior.

The schooner E. R. Blake, which became waterlogged and put into South Haven last week to escape foundering, arrived at this port Saturday, in tow of the propeller City of St. Joseph. The schooner had one of J. S. Dunham's wrecking pumps on board, which kept her free. She has been unloaded and is being stripped, preparatory to laying up.

The schooners Tempest and William Jones have been stripped and laid up.

Joe Moore, mate of the schooner William Smith, of South Haven, fell dead on the sidewalk at that port Monday soon after noon.

At the Chicago Drydock Company's the schooner Naiad was in for a new piece of keel forward and calking; the schooner Kate Lyon, steambarge Monitor and propeller Argonaut had leaks stopped; one of the Chicago Sand & Gravel Company's scows had her bottom and sides calked; the schooner Ella Ellinwood got a new jibboom; the propeller N. K. Fairbanks a new main boom and some new bulwarks.

At Miller Brothers' drydock, the steambarge Annie Laura was in to have a leak stopped and her stern bearing fixed; the steambarge Favorite for calking; the scow Dan Hayes for calking and repairs; the schooners Pensaukee and Delaware are still in drydock receiving repairs.

The V. O. T. tug E. P. Ferry broke her shaft when towing in the river last week. She will be laid up and the tug Van Schaick is being got ready to take her place.

The tug Annie L. Smith, of Chicago, was sold at Racine by the United States marshal Saturday for the small sum of $825.

The steamship Albany broke a bucket off her wheel by coming too closely into contact with the abutment of the C. B. & Q. railroad bridge when coming down the river last Thursday night.

The L. M. & L. S. T. Co.'s propeller J. L. Hurd, bound from this port to Lake Superior, became disabled off the Manitous on the night of the 22d by the breaking of the strap on the cross-head of her engine, and was towed to Cheboygan by the propeller R. A. Packer.

The barge Ellen Williams collided with the schooner C. A. King near Polk street bridge Friday morning. The King's quarter was badly damaged.

The schooner Maine arrived from White Hall Wednesday morning, and while on the lumber market was stripped of her canvas to be ready to be laid up so soon as her cargo was unloaded.

Transfers and sales at Chicago Custom House, October 20: Schooner Australia, U. S. marshal, bill of sale $375, whole, Frederick H. Marsh, U. S. marshal, to Michael J. Millens. Oct. 23, steam canal boat Mohawk Belle, bill of sale $1,850, whole, James T. Vickery to S. A. Johnson. Oct. 23, steam canal boat Mohawk Belle, mortgage 1,850 whole, S. A. Johnson to Jas. T. Vickery.

WILLIAMS.

SOUTH CHICAGO.

Special to the Marine Record.

The steamer Minnesota, H. W. Thompson master, and consort Massasoit, have made one of the fastest trips on record, between South Chicago and Escanaba on Lake Michigan. The Minnesota, with consort, cleared from North Chicago rolling mill company's dock, South Chicago, Saturday, October 24, at 2 a. m. and arrived at Escanaba Sunday, October 25, at 9 a. m. The Minnesota loaded 1340 gross tons iron ore and Massasoit 1257 gross tons iron ore, clearing at 7 p. m. and arriving at South Chicago Tuesday, October 27, 10 a. m, making the round trip in eighty hours. Total distance, six hundred miles.

The North Chicago rolling mill company received twelve thousand tons of iron ore last week, and expect to receive forty thousand more before the close of navigation. The largest part of this will come from Escanaba, Mich., the balance, of about five thousand tons, from Ashland Wis. W. T.

MARITIME LAW.

TOWAGE—BARGES CUT ADRIFT IN SQUALL—PERILS OF NAVIGATION—COMPARITIVE VALUE OF SIGNAL SERVICE INDICATIONS OF WEATHER AND ORDINARY SIGNS.

U. S. District Court, Southern District of New York.

Brown, J.

This libel was filed to recover about $4,800 for the loss of two coal barges with their cargoes on the night of December 14, 1883, which were cut adrift during a squall in the lower bay, while the boats were in tow of the tug Allie and Evie, on a trip from South Amboy to Red Bank on the Shrewsbury River. The barges belonged to the libelants, and had taken on board cargoes of coal at Schuylkill Haven, Pa., consigned to Miles Ross, Red Bank, N. J., for which bills of lading were given "excepting the dangers of navigation." Arriving at South Amboy, the boats were taken in charge by the Pennsylvania Railroad Co. which had a towing line making regular trips to Red Bank, which is some five or six miles up the Shrewsbury River. This river is narrow and shallow, and can only be navigated with such barges at near high water, and only light draft tugs can be used in such service. The distance from South Amboy to the mouth of the Shrewsbury is about 18 miles, and the course lies across the lower bay, where a high wind soon raises a sea that is dangerous to any but ocean going vessels. The tug boat Allie and Evie had been constructed for this line the spring previous, and had made 13 trips before the present. She usually took two boats along, one on each side, and the weight of evidence is that she was competent to handle such a tow except in a high sea. Around South Amboy she could manage four or five such boats, and since this loss in 1883 she has continued in the same service without accident.

Upon this trip, the Allie and Evie left South Amboy, as customary, at high water, which on that night was at 8½ p. m. The libelant's boats were lashed upon each side as usual. A larger steamtug, the Harry, of the same line, having no employment, was directed to accompany and assist the Allie and Evie a part of the way. She did so for nearly two-thirds of the distance to the mouth of the Shrewsbury River, when she cast off and returned to South Amboy. One of the libelant's witnesses says, that when the Harry left, there was a drizzling rain, but the sea was calm and smooth. Several other witnesses say that it was then clear above, with the stars shining, and that there were no indications of the approach of bad weather. About half an hour after, and a little before 11 p. m. black clouds gathered suddenly in the west, the wind increased rapidly to a gale from the northwest, the sea rose, and the two barges, whose bows projected far beyond the tug, soon began to pound the tug, and became so displaced, through the breaking of some lines, as also to strike each other's bows. It then became apparent that the barges must be cut loose. The persons aboard of them came on board the tug, and the barges were cut adrift and lost. Before casting them adrift, some conference was had between the pilot of the tug and the captain of one of the barges, the only person aboard of that boat, about dropping the boats astern upon a hawser, but the captain refused to remain on board the barge if dropped astern, for fear of being washed overboard. The other captain was in the meantime getting his family aboard the tug. On the trial both the captains testified that they would not have consented to stay aboard; they assisted in cutting their boats adrift; and they both, with other experts of the libelants, as well as the respondents' witnesses, agreed that it would have been of no use to drop the barges astern on a hawser, without men aboard to steer them. The Schuylkill boats are not easily managed on a hawser, and they steer badly.

Unless the testimony of all the boatmen is discredited, the squall was a very violent one, the sea dangerous, and the tug in peril, even after the barges were cut adrift. The two captains did not expect to reach the shore alive. The pilot was alarmed for his safety. The waves washed over the pilot house, the bulwarks of the tug were cut away to ease her and let the water out, and when she got under the lee of Staten Island, she had three feet of water in her, reaching nearly to her fires.

It is not claimed that the respondents were insurers. But upon the rule laid down by the Supreme court in the case of the Margaret (94 U. S. 494,496,) that "the tug is the dominant mind and will in the adventure," that "she is bound to bring to the performance of the duty she has assumed, reasonable care and skill, and to exercise them in everything relating to the work until it is accomplished," it is urged that the respondents are liable for this loss; (1) because the Allie and Evie was not a fit and proper tug for the work that she undertook; (2) because the barometer and cautionary signals displayed in New York indicated dangerous weather for some considerable time before she started out, and that the tug was not justified in starting; and (3) because the tug Harry returned before she should have returned; and had she kept by, each tug, it is claimed, might have saved one boat.

In regard to the last point, notwithstanding some reluctance to give full credit to the testimony that it was impossible to save either barge if dropped astern on a hawser unless there was a man aboard to steer her, the weight of evidence is so strong on both sides upon that point, that I am not at liberty to disregard it. If that be so, even if the Harry was not justified in returning when she did, I do not perceive how the remaining by could have made any difference in the result, as it is clear that neither of the captains was willing to remain aboard his barge to steer her. The early departure of the Harry, therefore, must be held to be immaterial, as respects this loss, because there was no service that she could have rendered except to take one boat astern on a hawser without any helmsman aboard, and that, according to the evidence, would have been ineffectual. But the weight of evidence is that there were no indications of bad weather when the Harry left the other tug some seven miles distant from the Shrewsbury River, and considering that the use of two tugs was not customary, I cannot hold it negligence, or want of reasonable care, for her to return under such circumstances, without condemning these trips as practised wholly unjustifiable.

Even if the pilot of the Allie and Evie might have thought that the men could safely stay aboard, though he evidently did not think so, he had no lawful command, or arbitrary power, over the captains of the barges, such as the captain of a vessel has over the seamen under him, and he is not responsible for the conduct of the captains any further than they chose to comply with his requests or directions. (Sturgis vs. Boyer, 24 How. 110; the Express, 3 Cliff. 462; the James P. Donaldson, 19 Fed. Rep. 264.) Here the pilot proposed to drop the barges astern, the captains refused to remain aboard, and that seems to have been taken as settling the question that the barges must be cut adrift, and upon the evidence, I must find it rightly so determined. It is argued that the barges should have been dropped astern on the first signs of the squall. This might possibly have been done, with the men still on board. But their testimony on the trial was that in their judgment they would in that case have been certainly washed overboard, and all lost. Upon that case of the libelant's witnesses, I cannot find it to have been a fault in the tug that she did not pursue that course, even if there was time for it, after it became probable that there would be danger in the boats keeping alongside, which does not in fact appear.

That the Allie and Evie was not competent to handle and save this tow in the sudden and violent squall that sprung up, is plain from the result. But upon the evidence above referred to, it must be held that the Harry, and probably any other tug, would have been equally incompetent. The trouble was not lack of power in the tug, but in the unavoidable dangers of the route. No tug can tow barges alongside in a high sea. They must soon founder from pounding, and if the sea is too high to permit men to remain on the barges to steer, and that the essential to the preservation of the boats by means of a hawser, as would appear from the evidence, then there is no other alternative in such an emergency than to cut the boats adrift.

Navigation cannot escape dangers. If it could, there would be no place for insurers. There are very certain and very peculiar dangers that attend navigation on such a route as this—a route that combines the navigation of a shallow river with a passage of from 11 to 15 miles across a broad bay liable to high and dangerous seas in sudden squall, with boats that, if the testimony is to be credited, are unmanageable under such circumstances. All that can be done in such navigation, is to take every reasonable precaution that prudence and good judgment can suggest—a precaution proportionate to the dangers involved—to start out only when there is no reasonable probability of bad weather. Upon this point the witnesses on both sides agree that when the tug started from South Amboy there were no recognizable signs of bad weather. The barometer was indeed, low, though it was raising towards evening, and cautionary signals had been displayed in New York since the morning, and these signals continue to be displayed for two days. These facts, however, were not known to those in charge of the line at South Amboy, although they might have been ascertained by telegraphic enquiry, and also through Mr. Chace, the general superintendent of this department of the respondents' business. But a low, though rising, barometer, and the display of cautionary signals, are not alone, in my judgment, so certain indications of bad weather that trips of a few hours' duration only must be condemned, where all ordinary signs visible to experienced and practical seamen indicate safe weather for the trip. No experts were called to testify that the starting out was improper under the circumstances. If such short trips were condemned by law as lacking ordinary prudence, on account of the mere possibility of danger, suggested by the barometer and cautionary signals in the absence of any other unfavorable indications, much of the towing business of this harbor must often come to a standstill, for a considerable period, except at the risk of the tugs as insurers. Clearly that is not the practice, nor is it fair import of the contract of the parties in taking such boats to tow. Practices, or so called customs, that are at varience with obligations that the rules of law impose are indeed, void, and afford no defence. (The Wm. Murtagh, 3 Fed. Rep. 404.) But there is no rule of law, and I am not prepared to hold, that short towing trips must be condemned so long as the barometer is low though rising, and cautionary signals are displayed, in the absence of all other indications of probable bad weather.

The requirements of law are substantially the same, both as to the adequacy of the tug for the work assigned her, and as to proper weather for starting out, and it is the same that is applied to seaworthiness in general, viz., reasonable sufficiency for the particular trip or voyage, according to the judgment of persons versed in the business. The defence of unseaworthiness is not made out by showing that "a stouter ship might have survived the peril." (Amies vs. Stevens, 1 Strange 128). The law does not require a vessel, to be seaworthy, to be capable of withstanding every peril, nor that a tug be capable of rescuing her tow in all weather, nor that she shall start only when there is no possibility of danger, nor that the master in an emergency shall infallibly do that which after the event others may think would have been best. (The Hornet, 17 How. 100; the Star of Hope, 9 Wall, 230; the W. E. Gladwish, 17 Blatch. 77,83; the Mohawk, 7 Ben. 139.) The tug must be reasonably adequate for the work undertaken, managed with reasonable judgment and nautical skill, and must start only in weather that in the judgment of nautical men is reasonably safe for the trip. In whatever form the question comes up, whether as to seaworthiness, adequacy for the work, or the time of starting, it is a practical question of reasonable prudence and judgment. And as regards seaworthiness in general, or the adequacy of the tug for the work undertaken, there is no other final criterion than the judgment of practical men versed in the business, and the customs and usages of the time and place viewed as representing the judgment and knowledge of the time. To show this, the custom and practice of nautical men is admissible. (See the Titania, 19 Fed. Rep. 101, 105 9, and cases there cited.) The exercise of reasonable prudence and judgment measured by this standard does not exclude some remaining maritime risks. Against these risks it is the province of insurers to provide, otherwise the shipper is his own insurer.

In the present case, the consignee had telegraphed to the respondent, "Please send Red Bank boats down to-night, if possible. The Shrewsbury may freeze up any day." In the judgment of the two captains who were the libelant's witnesses, as well as in the judgment of all the other witnesses who testified on this point, there was nothing apparent in the weather that should deter them from starting. Had they not started, and had the Shrewsbury frozen up the next day, a claim of damages might have been interposed. All the usual precautions were taken. No similar accident on this line has occurred, either before or since. The same tug has been in use, and in the same way. No witnesses have expressed the judgment that the weather was unfit for starting. The evidence shows that the Allie and Evie was built for this express purpose; that she was adequate to handle the tow in any ordinary weather that was to be expected. I am not prepared to hold these trips unjustifiable in law, on account of their peculiar dangers, and the evidence does not clearly establish any actual negligence, or want of reasonable care. And even the loss which subsequently happened, arose, as it seems probable, not from anything indicated by the barometer, or the cautionary signals, but from a sudden squall from the northwest, quite probably wholly independent of the condition indicated by the long continued signals and barometric observations.

The libelants, moreover, were as familiar with the sea perils of the route as the respondents. As the line was an established one, and in use by the libelants, it cannot be doubted that they were acquainted with the means of transportation employed and the mode of transport. Under these circumstances the contract of the parties, implied by law, was for the exercise of reasonable prudence, judgment and skill in towing the barges according to the customary methods and the usages of the line.

I think this loss was one properly to be ascribed to the perils of navigation in a sudden squall, not reasonably to have been anticipated, and not to inadequacy of the tug, or to want of reasonable skill or judgment either in encountering the peril, or in avoiding it when it overtook them. (The Geo. L Garlick, 16 Fed. Rep. 603; the James P. Donaldson, 19 do. 264; the Charles Allen, 23 do. 407.) There must, therefore, be judgment for the respondents, but costs will not be awarded against the receiver.

August 2, 1885.

THE NEW CUSTOMS REGULATION.

Under a ruling of the treasury department Canadian line boats will be shut out of the Duluth grain trade so far as anything except export cargo is concerned, Collector Smith having received orders to that effect from Secretary Manning. As soon as the letter became known there was considerable excitement among the shippers. The effect will be to cause all shipments of flour and other shipments from Duluth for American ports to go via Buffalo and the roads centering there. The steamer Campana on the way there was ordered back from Port Arthur. The United Empire is awaiting orders, and will probably leave with half a cargo of flour for export.

TREASURY DEPARTMENT,
WASHINGTON, D. C., October 16.

Sir: Referring to your previous correspondence and particularly to the department letters to you of the 4th ultimo and your reply thereto of the 9th of the same month in relation to the shipment through Canada of merchandise passing through American ports, I have to inform you that the attorney general has rendered an opinion at the request of this department on certain points connected with such transportation.

The attorney general holds that in cases where merchandise, the growth, produce or manufacture of the United States ostensibly exported to points in Canada, in foreign vessels, but really shipped from one port in the United States to another by routes part water and part rail, through Canadian territory are not bona fide exportations and that the certificates heretofore given at your port showing that merchandise so shipped in foreign vessels is of domestic production and upon which certificates of free entry of the merchandise is made at the port of arrival after the transit cannot legally be issued. In this opinion I concur and you will hereafter govern your action accordingly. Very respectfully,

D. MANNING, Secretary.

To Collector of Customs, Duluth, Minn.

The Duluth Herald says: In reply to inquiries relative to this circular, Mr. Rose, the agent of the Collingwood line, says that "this regulation must be detrimental to the interests of Duluth since it tends to limit the grain and flour traffic to American lines which are controlled by New York trunk railroads and are practically an extension of their system. What Duluth needs is the fullest competition in shipping so that wheat and flour may be conveyed from here to the eastern states and to Europe on as good if not better terms than by way of Chicago. The Canadian boats have been of service to this port, for they have directed traffic here that might have gone elsewhere, and they have purchased supplies liberally here. The tendency of the present order will be to build up business for Buffalo and New York trunk lines at the expense of other American ports and railroads.

"The whole matter is, however, certain to come before congress for revision when it meets in December. It is not the interest of the grain producing west to limit competition in the carrying trade for the benefit of the Buffalo railroad lines. All the lake ports are likewise interested and will object to seeing their commerce reduced by what seems to be a strained construction of the statutes.

"Duluth is entitled to the same freedom of traffic as New York enjoys. American goods can be sent from that port to Europe in vessels of any flag and may be reimported duty free without interference. Duluth is certainly entitled to the same facilities."

A VERY OLD ANCHOR.

A curious relic of early lake navigation is on exhibition at Carpenter's ship chandlery store, Chicago. It is an old anchor which was forged in 1826, and it was picked up in the harbor by one of Fox's dredges a few days ago. The anchor is still in a fair state of preservation, although it must have lain at the bottom of the lake nearly half a century. An effort will be made to trace its history, as it is thought to have belonged to some unfortunate craft which went ashore many years ago.

A QUEER COLLECTION OF PASSENGERS.

Written for the Marine Record.

Once upon a time, and it is not very long ago, a new steamer was launched for the Lake Superior trade. It is not necessary to give the name, but it would remind one of a fine lady. The steamer was a good deal like a fine lady too, being of transcendent beauty and destined to make a great "bustle" in the world. But, perhaps, the similitude would not hold good in every slight particular, for the bonny boat is as symmetrical forward as she is otherwise, and just as much so otherwise as she is forward. But we will let that pass, and now one word about her commander, though it is difficult to know where to begin. To call Captain J. "the prince of good fellows" would only redound too much to the credit of princes—that's all.

In due time the boat was moored at her dock in Detroit, and the citizens rushed down in vast numbers to see and admire. Everybody was delighted with the perfection of the steamer's machinery, her prodigious strength of build, and the exquisite chasteness of her finish, presenting so marked a contrast to the tawdry displays too common in steamers.

But the boat was not the only object of admiration. She had indeed a large lot of passengers in more senses than one, for their strength of build vied with the same quality in the steamer. In vain did the inquiring eye of the visitor rest upon the attenuated form of a "lean and hungry Cassius." There was not a soul among them all who weighed less than 200 pounds, while by far the greater proportion turned the scale at a much higher notch. A delicate dame of 275 pounds avoirdupois, occupied an immense rocking chair, while the tall figures of a score of other ladies of scarcely inferior proportions were disposed at convenient distances throughout the cabin. Some of the male passengers thought they would take a walk to look at the town, but to call their style of locomotion walking would be a gross perversion of terms; they only waddled.

Our Detroiters, at the first glance, could not help seeing the point, and numerous were the flings at the expense of the passengers, which the captain had to bear the brunt of. "Ain't you cutting it rather fat on your first trip?" inquired one. "I say, captain," interposed another, "these people, I suppose, are going to Lake Superior for the benefit of their health. They look very feeble, and it is to be hoped the bracing air of that region will do the poor souls good." "Well, captain," chimed in another, "if 'all flesh is grass,' there will be a poor market for hay on Lake Superior this season." And so on to the end of the chapter. Various were the inquiries propounded to J—, as to the why and wherefore of the coming together of such a well matched lot of passengers. It was surmised that there was some weighty cause for it, but no satisfaction was obtained, and the anxious inquirers seemed, for the most part, to come to a sort of vague conclusion that it was all purely accidental after all.

Shortly afterward it was ascertained that there was an actual method in the affair. J— has an eminently practical turn of mind, and had gone deliberately to work to win a wager he had made with the owners of the boat. She had come out in the "melancholy days," which are the "saddest of the year" to the shippers of freight to the Lake Superior country, and the owners had bantered J—, for a heavy wager that he would have to carry ballast on his first trip. The wager was promptly accepted, and as J— has conscientious scruples against losing a bet, he had invited all his *solid* friends to come to the rescue and aid him in pocketing the stakes. J.

LITERARY NOTICES

Among the many interesting articles in The Atlantic Monthly for November, "Some Testimony in the Case," Rebecca Harding Davis's contribution to the literature of "the negro problem" will especially appeal to the reader. The impressment of sailors is entertainingly written about by Edward Stanwood under the title of "An Old-Time Grievance." Two thoughtful and scholarly articles, one on "The Idea of God," by John Fiske, the other on "Principles of Criticism," by E. R. Sill, form the more solid papers of the number. "Thackeray as an Art Critic" contains some account of the great novelist's early notes on pictures; and Mrs. Miller has a pretty bird sketch, called "A Tricksy Spirit." As for the serials by Henry James, Mrs. Oliphant, and Dr. Holmes, they maintain their interest, and one at least of the stories has a startling development. An old Algonquin legend is the montif of "How Glooskap brought the Summer," by Frances L. Mace. The Contributors' Club considers "An American Pantheon," "Provincial Influence in Literature," and "The Secrets of Authorship," and a survey of recent illustrated volumes and the usual "Books of the Month," complete an entertaining, readable, and very valuable number. Houghton, Mifflin, & Co., Boston.

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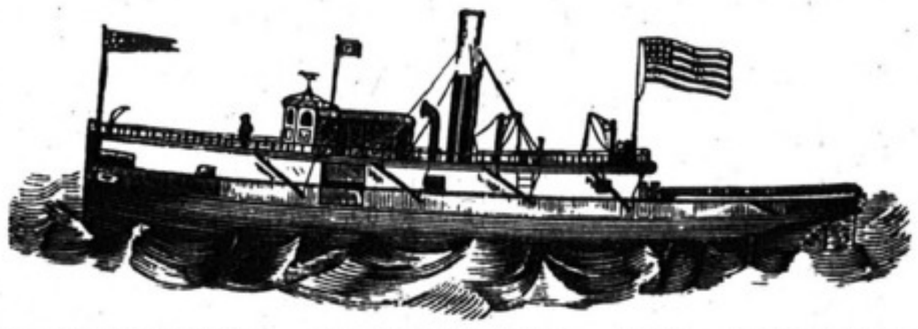

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OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Oct. 19, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Oct. 17, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,384	.....	Sc.	Alice E Barnes,	23.48	22.31	Philadelphia, Pa.
126.325	.....	Sc.	Cecil,	9 16	8.71	Crisfield, Md.
126,326	.....	Sc.	Cape Charles,	29.55	28.07	do
135.865	.....	Sc.	Emma C. Titus,	44.43	42.21	Cold springs, N. Y.
85.905	.....	Sc.	Geo. R Marshall,	10.51	9.98	Cambridge, Md.
85 906	.....	Sc.	General Fitzhugh Lee,	10 41	9.89	Drummondtown, Va.
95,862	.....	Sc.	Hattie L. Duncan,	9.63	9.19	Baltimore, Md.
140,797	.....	Sc.	Lena,	7.11	6 75	Oxford, Md.
91.803	K D F T	Sc.	Mollie Rhodes,	238 23	226.32	Vinal Haven, Me.
91,804	.....	Sc.	Mary Etta.	10.32	9.80	Crisfield, Md.
91,805	.....	Sc.	Mary Ann,	18.95	18	Harbor Sp.ings, Mich.
150 ,361	.....	Sl.	Pearl,	10.29	9.78	Cambridge, Md.
150,362	.....	Sc.	Puritan,	10.31	9.80	Baltimore, Md.
116,075	.....	Sl.	Sadie Belle,	8.01	7.66	Charleston, S. C.
116,076	.....	Sc.	Sadie and Willie,	9.75	9 26	Oxford, Md.
116,077	.....	Lug.	Saint Aniel,	5.95	5.65	New Orleans, La.
145,415	.....	Sc.	Two Brothers,	10.17	9.66	Crisfield, Md.
161,544	.....	Sc.	Viola,	7.72	7.33	Pensacola, Fla.
161.545	K D F W	B'kne.	Ventura,	698.26	663.35	Millbridge, Me.
161,546	.....	Sl.	Virginia,	.....	.....	Norfolk, Va.
81.093	K D F S	Sc.	W. S. Bowne,	421.72	391.14	San Francisco, Cal.
81.094	K D F V	Bk.	W. B. Flint,	835.04	793.29	New York, N. Y.
81,095	.....	Sl.	W. Mason Shenan,	10.23	9.72	Oxford, Md.
81,096	.....	Sl.	Willian R. Drummond,	6.12	5.81	Drummondtown, Va.
			STEAM VESSELS.			
140.798	.....	St.p.	Little Nick,	14.04	12.48	St. Louis, Mo.
110,684	.....	St. y.	.....	13.51	6.75	Rome, N. Y.

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Chicago Accommodation	*9 02 P M	
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Accommodation		*6 45 A M
Fostoria Accommodation	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55A M	*3 05 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	
Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 [illegible] P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

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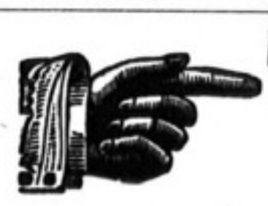

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CLEVELAND, OHIO, THURSDAY, OCTOBER 20.

RIGHTS OF VESSELS.

Among the many libels filed against the steamer Saginaw was one for wharfage, the steamer having lain over a month at a dock alongside of a warehouse, for which the owner claimed damages to the extent of $330. In disallowing the claim, Judge Blodgett held that a river was a common high way, that owners of property along a river held their title subject to the rights of vessels, and that vessels should enjoy the right to tie up to a dock when not in use, or anchor in the river if they did not obstruct navigation. This decision is important to vessel owners in many respects as it opens up the entire river front to vessels in the future, and settles the question of rental for tying vessels to docks in winter. This decision is not essentially local, but is a precedent for any case of the kind that may be brought before an admiralty court. This question is one that has been open to controversy for a number of years, in fact, as long as dock property has been improved and vessels have been sailed on the lakes. It has been the custom for dock property owners to charge vessels from ten to fifty dollars for the privilege of mooring alongside their docks in winter, the question as to whether the docks are likely to come into individual use not being involved. It has been held by the MARINE RECORD at all times that these charges are illegal and could not be collected, which position Judge Blodgett's decision fully sustains. It is a well known fact that navigable rivers are public highways, and free to all, in the same measure that a street in a city is free, and therefore the dock owners have no more right to levy a tax on a vessel which ties up to an unoccupied dock, and is no more subject to suit for trespass, than is a driver who hitches his horse in front of a business block, neither is the captain subject to this onerous tax who anchors or ties his vessel to another craft occupying a position alongside the dock. It has been the custom heretofore, in occupying berths for the winter for the vessel that has the choice place alongside a dock to pay from forty to fifty dollars for the position, and other vessels alongside of her paying from twenty to twenty-five dollars, according to their location. All this, we conceive, is contrary to the spirit of the laws of navigation and public polity, and we are glad to be able to note that a federal judge has made a ruling and established a precedent to that effect.

It will not be denied that any vessel has the right to throw out her anchor and go into berth for the winter alongside of a dock when there is no possibe likelihood that the owners will want to use that front for the time that the property will be ice-bound, during the months that intervene before the vessel can be moved, and as she occupies the same position that she would in case she tied to a pile driven by the owners of the dock there is no valid reason why she should not be permitted to remain without paying rental, especially when it is considered that the interest of the dock owner extends only to the edge of the dock, and that the river, like the streets of a city, is a public highway, and devoted to the benefit of commerce.

CARRYING FACILITIES.

The recent small advance in freight rates on the lakes sustains, in a slight degree, the prophecies ventured that better times are dawning, and that next season will see our entire fleet of lake vessels steadily busy. There is no truth more patent than that if we are over-supplied with transportation facilities a system of ruinous competition will prevail, which must, in the end, teach our people that speculative construction is an evil that can not be adopted with impunity or speedily outgrown; evil results will follow for years. We allude to the enormous growth of railroad mileage during the last four years, the construction for the first eight months of each year averaging 4,145 miles. The construction of railroads for the first eight months of the present year was only 1,564 miles, while during like months in 1882 it was 6,668 miles, the great falling off evidencing the fact that the situation is now fully realized. It is therefore to be believed that this speculative railroad construction will cease, as it has been the means, by rate wars, etc., of reducing the carrying rates of not only railroads, but floating property to a merely nominal figure and which do not even pay the stockholders interest for their investment, dividends being entirely out of the question. We now have railroads extending like net work through all the states and territories, an over-supply of carrying facilities that can be fully cured only by an increase of future traffic. Demand for and supply of produce must grow up to the present facilities for transportation before the present competition for each other's business between the railroads and vessels will cease. A period of imprudence is always followed by one of caution, and when the latter comes confidence revives and investments are eagerly sought which have before been slighted or rejected. This is borne out by the fact that there is much more capital lying idle in banks and in the treasury of the United States to-day than was ever before known in the history of the country; capital that should be seeking legitimate enterprise. All symptoms indicate that we are now approaching a period which will naturally be attended with an increased demand for American products, which will give steady employment to present transportation facilities. Lake carriers and railroads have little difficulty in maintaining equitable rates when they are well employed, therefore, if the government honestly desires to settle the much vexed question of inter-state commerce it should veto all measures giving grants of land or assistance to speculative railroad builders, whose only object is to sell out to a competing line.

THE BOUNTY SYSTEM.

The plan agreed upon by the Marine Association of New York, for the subsidizing of ships and which has been put in the shape of an act to be advocated before congress at its next session, is similar to that which the French government adopted January 29, 1881. The bill will recite that all vessels engaged in the foreign ocean trade, whether steam or sail, built and owned in the United States, shall receive the sum of 30 cents per ton for every 1,000 miles sailed between this country and any foreign country for ten years, and for the next ten years the government shall pay the sum of 27 cents per ton for every 1,000 miles. This plan has been endorsed by various boards of trade throughout the country. We do not see any valid objection to this plan, but think that it is not sufficiently comprehensive to cover all the ills under which our shipping is now laboring, inasmuch as it applies in its present shape to only foreign going vessels, leaving lake vessels and those in the coasting trade to their own resources, as at present. Neither does it offer any relief to the shipbuilder as does the French bounty act, which provides for French shipbuilders allowances on iron or steel ships 60 francs per gross ton measurement; on wooden ships of 200 tons or more, 10 francs per gross ton measurement, on wooden ships of less than 200 tons 10 francs per gross ton measurement, and on composite ships 40 per cent. per gross ton measurement, and proportionate allowances are made for machinery. Not only this, but any alteration in a ship which increases her measurement entitle to bounty on the basis of the above tariff according to the number of tons gained. These subsidies are granted in consideration of the charges imposed on shipbuilding by the customs tariff. If an act of this nature is urged upon congress let it be as comprehensive as that of the French bounty law, and it will be safe to surmise that our shipyards will soon be scenes of activity, employing thousands of idle workmen, enable our carriers to compete with those of foreign countries, and bring much prosperity to the nation.

THE propeller Onoko is probably one of the luckiest boats on the lakes in the matter of quick dispatch at this port. Work was begun on her shortly before 7 o'clock at the Lehigh Valley trestle, and at 4 o'clock the same day her entire cargo of 2,600 gross tons of coal was loaded.—*Buffalo Express.*

THE Onoko was built with perfect adaptability to good luck and dispatch, and has proved an important factor in expediting the business of Buffalo, although perhaps she has been instrumental in causing the elevator blockade there, as the total capacity for storage in the elevators is only 6,000,000 bushels. Although the Onoko is not exactly a thing of beauty she is a joy to her owners.

THE COAL TRADE.

Special Correspondence of the Marine Record.

BUFFALO, October 27.

Our western hard coal trade is not at all brisk. Orders are limited and there is no chance to advance freights. A number of vessels are here to-day seeking loads for Lake Superior which are very scarce, and some shippers are talking as if all they want to send up can be forwarded as ballast at a nominal rate. This is the state of our market to-day for coal, but this feeling is not shared by all. I believe it possible to see coal freights to Lake Superior much higher; at least for about 20,000 tons, hard, which we do know has to go forward within the present year, either by rail or lake. Now, if rail costs to Duluth $1.75 per ton, why not ship by lake at 80c. or $1.00? Your correspondent has conversed with many shippers during the past few days, and they all agree that there has not been as much forwarded by water this year as last by some 125,000 tons; but at the same time it is shown that there has been quite as much if not more coal sent west this year than last, if statistics are to be relied upon.

We must confess that we are at a loss to know how it is that hard coal to-day is selling in St. Paul and Minneapolis for $6.25 and $6.50, delivered, per ton, when we are taxed here in Buffalo $5.00 and $5.25 for the same grade of coal. Now, let us add all possible taxes from that point to the extreme west and see where the money is made or lost. First, coal on board at Buffalo, $4.70; freight to Duluth (to be liberal), 40c. per ton, free in and out to vessel consignee's landing, 18c. (quite low) per ton, some gross, some net tons, but mostly net, and we will add expense of dock 4c. per ton, and for loading cars at Duluth, 6c. per ton, (very low); then railroad freight from Duluth to St. Paul, 75c. and the unloading of cars at terminus, 5c. per ton. Now, to show who is the great benefactor to the consumer. The vessels carry one ton of coal a distance of 989½ miles for 40c. and the railroad carries it 152 miles and gets 75c. per ton for it. The laborers unloading it make about $2.75 to $3.00 per day, and those loading and unloading cars make from 30c. to 35c. per hour. We stop and ask the question, is there any common sense in the remuneration to all parties concerned in the transaction? Here is a vessel, costing anywhere from $60,000 to $150,000, carrying 1,000 tons of coal, equal to the quantity carried by twenty-five railroad cars, each costing about $2,200, a distance of 150 miles. The lesson is not an easy one, but the conclusion is plain; the railroads are fully determined to annihilate all water transportation if it be possible. They know well that it is a Herculean task, and it will take many years to do it, and there is a question in my mind will it not bankrupt them first? Far seeing men think so. We have a sample of their action to-day. On the 1st of October all east bound freights were advanced, so far as the public know and suppose; but it is not so. There are at this day contracts running at the old rate, 12c. per hundred pounds, and that rate governs the freight rates to-day in all the lake carrying trade. But of course contracts to-day are not in that class of freights. The 12c. rate is intended and was doubtless made to cover the season of navigation, but the new contracts are for another season, winter rates, which were made with a flourish of trumpets before the close. WM.

A FINE NEW SCHOONER.

The new three masted schooner now building by Captain Davidson at his shipyard in West Bay City for Eddy Brothers and Captain Shaw, is of the following dimensions: Length of keel, 200 feet; length over all, 217 feet; breadth of beam, 37 feet; depth of hold, 15 feet. The size of materials is as follows: Keel, 9x14; frames molded at keel, 16 inches, at bilge 14, at top 7 inches. She has all extra floor timbers making almost an entire solid bottom. The frames are all checked between the floor on the bilge and keel. The main keelson is 16x16; two assistant keelsons 14x16. She has five keelson on each side of main keelson to the bilge keelson, running the entire length of the vessel on the top of the frames 9x14; all thoroughly edge bolted with 3 ⅞ bolts through the frames.

She has six strakes of bilge keelsons of 4 and 8 inches thick all through bolted and edge bolted. The ceiling from the bilge keelson to the clamps is 5 inches thick, all edge bolted with ⅞ iron and two through bolts in every frame. She has three strakes of clamps 12 inches wide and 6½ inches thick, notched into frames 1½ inch. She has deck beams on every frame 24 inches apart, 9x8 shelf pieces, three inall, 36 inches wide and 5 inches thick under deck beams. There is a tamarack knee under each beam securely bolted through the side and up into beam with ⅞ iron. She has twelve between deck beams 9x9, with three lodging knees at each end of beam, all bolted through the side and into the beam. She has two breast hooks forward and one painter. The painter runs from the lower part of stem inside to the deck beam and is thoroughly secured with a tamarack knee to the deck beam and side, also a heavy tamarack knee in the throat of the breast hook. She also has a heavy breast hook aft, secured in the same way as forward. The ceiling and beams are all planed and smoothed up and oiled. She has two strakes 4½ inch thick, by 10 inch wide notched up into beams along the side of the hatches running the entire length of the vessel, and are bolted up into beams and edge bolted together. Her waterway is 9x9 hollowed out to the frame. It is all bolted through the frames and bolted into deck beams. She has solid bulwarks. There are three strakes of stringers under the rail inside and outside, 6 inches by 9 inches wide notched into frames 2 inches, and all edge bolted inside and outside.

The planking on the bottom is 5 inches thick. She has two garboard strakes 6 inches thick, all edge bolted to keel. There are four strakes on the turn of the bilge 4½ inches thick. All the planking from the turn of the bilge 4½ inches thick.

The schooner is all diagonally iron strapped. The main cord running fore and aft near the top of frames is 8 inches wide by ⅝ inch thick. The diagonal straps are 1½ inches wide by ½ inch thick and riveted to the main cord with two rivets and thence crossed at right angles and running down under the bottom and riveted at each crossing.

The rigging was fitted out by Upson & Walton, Cleveland, Ohio, and is of the best wire. There are steel wire lifts and runners and Ford's patent halliards to hoist sails with. The large anchor weighs 2,400 pounds and the small anchor 2,000. The large chain is 1½ inch and 80 fathoms in length, the small chain is 1¼ inch. They were made especially for this vessel and are stud link, and to fit the Providence windlass.

She has one of the American Ship Windlass Company's windlasses, with all the late improvements. It has iron bits and capstan standing on forecastle deck to heave anchors with. The capstan can be disconnected from the windlass so as to be used to heave the vessel into the dock. She has patent ring stoppers to let go of the anchors, and everything is so constructed that one man can let go of these immense anchors and chain in two minutes and bring the ship to an anchor.

She has a very fine cutwater and a neat eagle head, carved and gilded. She has a nice quarter board on which is carved the vessel's name. The carving was all done by Mr. Arnold of Bay City.

Captain W. H. Rounds, the inspector for the Inland Lloyds was here and examined the vessel and pronounced her the best built vessel he ever saw and classed her A1* for ten years. She will be all ready to leave port in a week. She is owned by Eddy Bros. and Captain John Shaw and will cost, when completed, $45,000.

Captain Shaw will command her. She will carry 60,000 bushels of wheat or 1,200,000 feet of lumber. She is specially designed for the grain and ore trade.

ORE shipments by lake from the large mines of the Lake Superior district this season to the 30th of September, are as follows:

	TONS.
Republic	201,095
Cleveland	184,202
Minnesota Iron Co	182,451
Lake Superior	177,792
Chapin	140,887
Champion	134,471
Vulcan	102,636
Luddington	99,282

[*Around the Lakes Continued from 1st Page.*]

CLAYTON.

Special to the Marine Record.

There was considerable excitement here on Saturday morning among the people on reading the article in the Watertown Times about the steambarge Baldwin loosing her tow on Lake Superior, but on getting other papers it was learned the barge Baldwin and consorts, Albany and Grace Whitney were all safe. The captains of both consorts are from Clayton and some of the crew, but the consort Eureka was not heard from until later, but all had hopes that she had reached a safe harbor somewhere.

Mr. S. G. Johnson has Mr. Emery's boat house completed. Mr. Emery will have timbers laid in the bottom of the slip so to raise his steam yacht out of the water by screws for the winter. B.

SAUGATUCK.

Captain Sam Moore's new excursion steamer Bessie M., built at Saugatuck by Captain John Martel, arrived at Chicago Monday. She is a handsome boat, and will soon be off to New Orleans with her owner to put in the winter months.

DETROIT.

Special to the Marine Record.

Oct. 27.—Seamen's wages at this port have been raised to $2 per day, while grain freights have correspondingly advanced to 2c. per bushel between Detroit and Buffalo, and to other points in like proportion.

The Detroit Drydock Company are preparing the tug Admiral Porter for service again by giving thorough repairs to machinery, and will have her in readiness for business in about two weeks.

The insurance on the steambarge C. N. Pratt, recently burned at Windsor, was $9,000, but before the final award is made there is a fair prospect of considerable court litigation.

The steambarge Ira Chaffee, a night or two since, stranded at the St. Clair flats, and was detained for several hours before being released. The nights have been smoky, indicative of Indian summer, which renders navigation more than usually hazardous.

The United States steamer Dahlia took on a supply of coal at this port on Friday, and has gone northward to take up the buoys at the various straits and inlets. On her return she will proceed eastward on a like mission.

The propeller Buffalo made an exhibit of good speed on her recent trip up from Buffalo, making the run from that port to this city in thirty-six hours against heavy head winds the whole distance.

The barge Seminole, recently wrecked at Rond Eau, has been raised and repaired, thus granting a new lease of life, notwithstanding a service of lo, these many years.

The steambarge Thomas W. Palmer has had her damages completed at the Detroit drydock, and discharged her coal here.

The recent rise of seamen's wages at this port meets with strong objections among vessel owners who claim that under present ruling of freights they cannot afford such an advance and will retire for the season before complying with such terms.

The schooner Southwest, on her recent trip from French river, experienced a somewhat hazardous voyage, and came near foundering, which was only averted by securing an expert pilot who took her into safe water. On reaching the St. Clair flats she stranded, but was finally towed to port by the tug Charlton.

The schooner Garibaldi, which was reported wrecked on Lake Huron, laden with lumber, it is learned was picked up by a tug and towed to Goderich. She lost considerable outfit and was otherwise damaged.

The steambarge Cleveland, now here, will have steel boilers placed in her, and has consequently retired for the remainder of the season.

The tug Sweepstakes arrived here a few days since from Cheboygan, with the schooner Ogarita, for repairs at the Detroit drydock, which have been completed.

The steamer W. A. Haskell arrived here on Thursday, somwhat disabled. Frank Dwyer, the submarine diver, went down to ascertain the difficuly, but found nothing wrong, and when thus assured she proceeded on her voyage.

The contract taken in hand by the tug Mocking Bird to release the schooner S. J. Andrews, stranded at Scott's Point, Lake Michigan, has been abandoned and the vessel is a total loss.

The coming winter the Star Line Company will have a new steel screw steamer built, designed by Frank E. Kirby, of the Detroit Drydock Company. She will be 245 feet in length, and 34 feet beam. Her accommodations will not be excelled in the construction of a cabin, 150 feet in length, with twelve state rooms. The dining room and captain's and officers' apartments will be between decks. The work will be commenced immediately, in order to have her ready in the early spring.

The steambarge Kitty M. Forbes got disabled in her machinery Saturday morning in the river and was towed back to this port by the tug Gladiator for repairs. She has since taken her departure westward.

The Canadian propeller Myles has just had constructed at this port a large iron rudder which will be shipped on her arrival here.

A report was received here on Friday that the schooner J. C. King was disabled below Rond Eau, the damage being the loss of outfit and mizzen mast. At this writing no further tidings have been received.

The Canadian propeller California, a night or two since, ran upon a bank near Wallaceburg, and was subsequently released by the tug Kitty Haight without damage.

On Saturday the schooner Honora Carr was seized by the Deputy United States marshal on a claim for seaman's wages amounting to $130.50. To save the expense of dock moorage she was anchored in the stream, and the captain, who presented a frank, open countenance, was left in charge to save the further incidental of keeper'sfee. But you can't always tell in such matters, for that very night the captain took advantage of the leniency thus granted him, weighed anchor and skipped out, a trick that had been played on former occasions. Being an American craft, it matters not where she lands she will be seized the first opportunity.

The latest information concerning the steamer Quebec is by P. L. Mooney, of the tug International, who states she is now lying in forty-two feet of water, with her pilot house above water and her prospects for final release in better shape than ever.

The tug Swain noted above, has returned to this port, having abandoned the rescue of the schooner J. C. Harrison, near Oscoda. The vessel lies in nineteen feet of water, and has broken in two. She had on board 829 tons of iron ore, consigned to Detroit, with no insurance on the hull.

The propeller Blanchard will ply to Lake Superior the remainder of the season, commanded by Captain William Thorne.

The tug Mocking Bird is preparing to leave for Cheboygan, fully equipped for wrecking.

The propellers H. J. Jewett and Albany arrived down yesterday, in company, the latter having her wheel broken. They left the upper ports several hours apart.

HALL.

MILWAUKEE.

Special to the Marine Record.

Repairs to the wrecked schooner George Sherman are completed and as there is likely to be litigation, the owners being desirous of abandoning her, Captain Benham, the wrecking master has been ordered by the insurance companies to place a ship keeper on boar l and returned to Cleveland.

Captain J. G. Baker will succeed Captain Davis as commander of the revenue cutter Andy Johnson.

A representative of the owners of the wrecked schooner George Sherman arrived on Monday. He says that the insurance companies have not made all the necessary repairs, and until they are completed the owners will not look at her.

The shippers are offering 3¼c on barley to Buffalo and 90c on ore from Escanaba to Lake Erie ports, with no vessels.

Wolf & Davidson Monday launched a tug 60 feet beam and 6½ feet hold. She is for the market.

Captain J. G. Baker assamed command of the Andy Johnson Tuesday. He comes from the cutter Boutwell at Savannah.

The damage to the schooner H. M. Scove by her collision amounts to $2,200, which the owners of the Empire will be asked to pay.

The disabled steamship Tacoma loads ore at Ashland and will tow to South Chicago with the steamship Packer.

ESCANABA.

Special to the Marine Record.

Now that two of the great steamboats have had their day of racing and both have won it would be but justice to note a race recently between two wind boats, across the foot of Lake Michigan, the well known clipper schooner Genoa and the yacht H. P. Baldwin. The race was run over a course beginning ten miles due west of the South Fox to dock at Escanaba, the prize to be the dock and the privilege of unloading coal first. Actual time, H. P. Baldwin, 19.10; Genoa, 22.30. The H. P. B. won the dock by 3.20.

AMHERSTBURG.

The tug Bob Hackett, which was sunk at the head of Bois Blanc island, about six weeks ago, has been purchased by Captain J. Duprey, of Windsor. On Monday morning the new proprietor placed a small lightship over the Hackett, which will be kept by Napoleon H. Meloche, of Sandwich. The Eagle was kept as a lightship on this spot by Captain Frank Hackett for forty days and nights since the accident, and only one craft touched the wreck and that was unavoidable. It is Captain Duprey's intention to put the Hackett's machinery into a scow barge built at Ruscom the past seasen, but he thinks he will not raise it till next spring.

WEST BAY CITY.

Frank Wheeler, at his shipyard in West Bay City, last Thursday laid the keel for a four masted schooner for Hawgood & Avery. Her dimensions will be as follows; length over all, 230 feet; beam, 38 feet; depth of hold, 17 feet. The contract calls for hercompletion by the opening of navigation next season.

CHEBOYGAN.

The propeller Hurd, bound down, became disabled in her machinery off the Manitous and was taken in tow by the R. A. Packer and was towed here. The Murray & Rich Engine Works, of this city, are putting her machinery in shape, and will have her out soon.

BUFFALO.

Special to the Marine Record

Oct. 27.—Since my last to the RECORD for the week ending the 22d, the arrivals from upper lake ports have been below the average as a general thing, although a large amount of grain has been received.

The tug Metamoro, recently ashore at Byng inlet, Georgian bay, sprung aleak at Tonawanda on Sunday. Captain George McLeod had her pumped out and put into the Union drydock at this port Tuesday afternoon.

The iron tug G. D. Carrington, which was much damaged by fire on Lake Superior last spring, has been completely repaired here. The Union Drydock Company did the hull work, including a new iron house, and David Bell overhauled the engine and boiler. The entire bill was about $5,000. She is to leave to-morrow for Baraga in charge of Captain James Hannett, who will use her there in towing logs the rest of this season.

It is reported that the steamers Wallula and Australasia with consort Alverson will load here on contract. Wallula will load railroad iron and coal; the others coal for Lake Superior.

Schooner C. H. Burton, which came into port on Sunday, has been lying here with her load of coal, bound for Racine, Wis., awaiting the decision of the underwriters in relation to her damages. She was towed into port by the tug A. P. Dorr, of the Maytham line. She was found about 140 miles up the lake, where she was in a helpless condition, with loss of spars and sails, and some of the crew disabled, including Captain Kelly, her master, who received some injury to his left arm. She left Buffalo in tow of the steambarge Navada, belonging to John Kilderhouse and others of this city, and met the late disastrous gale in the vicinity of Rond Eau, on the Canadian side of Lake Erie, and during the gale the barge was not able to keep her tow's head to the wind and sea, consequently the Burton was lying in the trough of the sea nearly unmanageable for some hours before the captain found it advisable to cut the tow line and make every effort to save vessel and cargo, and the lives on board before it was too late. He cut away and run down the lake to near Port Glasgow, some twelve or fifteen miles west of Port Stanley, and there anchored his vessel and rode out the gale in a crippled condition. When the weather moderated he sent ashore a telegraph message, to be forwarded to Buffalo, for assistance to tow him into a safe port to repair damages. Captain William Frazer, assisted by Captain Wheelan, of the tug Alpha, Maytham line, and J. H. Brown, of Brown & Co., ship brokers, and S. V. Parsons have held a survey, the former for the owners, the latter for the underwriters. The estimate has not been published, but will probably reach $2,500. It is not at present known whether she will be unloaded of her cargo or not to make repairs.

At the drydocks it has been very quiet, the first part of the week. Schooner barge F. M. Knapp was at the Mills dock for repairs to center board box.

The steamer Wallula, of the Wilson Transit line of Cleveland, is in port, and has had some detention in consequence of a supposed case of damage to cargo, which consists of 72,000 bushels Duluth red wheat. This ship encountered one of the severest gales of wind, accompanied with snow and sleet, which has been known in that region for many years. From a description had from Captain Lowe, in command, I should judge the gale took the character of a hurricane, such as we often read of as experienced in the vicinity of the Gulf of Mexico and coast of Florida (perhaps with the exception of snow and sleet). But the wind, as described by Captain Lowe, resembles very much the character and force that is experienced on our southern coast during the autumn months of each year. He states that it was almost an impossibility at times to either stand up or move against it. It came in such strong gusts that resistance was well nigh impossible, and the duration of the gusts was beyond anything he had ever seen during his experience on the lakes. The gale commenced on the afternoon of the 19th inst., and gradually increased until and including the 20th. The first came from the northeast and continued until 2 p. m., on the 20th. Captain Lowe passed the Manitou island, near Keweenaw Point, at 5 p. m., the 19th, and steered east by south for White Fish Point until 2 a. m. the morning of the 20th, the ship laboring fearfully, and at that time had shifted her cargo so that she had nearly five feet of a list, hence the captain judged it best to haul up head to it, which he did, until 8 a. m, on the 20th, finding the ship heavily listed, so that he was unable to satisfy himself just what quantity of water she had in her, and from all the indications around him, thought the wind was surely coming from the south and west, and having been heading northeast so many hours, judged himself as far north as he desired, if the wind come southwest, kept her off south and run until he made the land on the south shore near Sable, being somewhat east of Sable; and the wind not yet shifted, he thought it best to make Grand island if he could, but when abreast of Sable and not more than two or three miles off, the wind shifted to N.W. suddenly, then he hauled off to the north; and during the time he was heading north was his most critical moment, as his ship was badly listed (five feet), and the wind on that side with the sea making fast from the northwest against an old northeast sea still running. It is not difficult for a sailor to at once imagine how unpleasant a position that ship lay in and what must have been the thoughts of her captain and crew with all the probability of either shifting her boilers, wrenching of her steam connections or feed pipe, and with the large amount of water on her decks, with a possibility of finding its way to the fire room and putting out the fires, leaving the ship a helpless hulk at the mercy of the waves to be swamped or strained in a measure beyond belief. The Wallula is a first class ship in every respect, but experience tells us many things we are unwilling to acknowledge until thoroughly convinced. I know of one thing positively that if we could get at the true feelings of either the owner or captain of the Wallula to-day, neither one would be found to advocate the cutting of so many holes in an upper deck, nor the wedging of masts in the same. Your correspondent is fully convinced that hereafter they will not fail to discover their mistake.

Elevators are very much crowded, and boats experience much difficulty in unloading.

Canal boats are asking 5½c., and won't load for less.

Hard coal is scarce. Loads are hard to get for any point. Rates of freight are unchanged.

The Express says the claims against the fire insurance companies holding risks on the propeller City of Rome, which lately suffered severely from fire at Duluth, have been settled for $1,000. This is much less than the owners believe the damage to be, but rather than carry the matter further it was thought best to accept the figure half way between the estimate of the surveyors.

The steamer H. E. Packer was docked at the Union yard to tighten her wheel and repair her shoe.

If a rigid inspection of vessels from Canada is to be desired at this port, tugs and propellers from the canal should be included.

The Anchor line propeller Annie Young, Captain C. H. Wilson, which had been laid up here for four months, has been placed in commission, and will make two trips to Duluth in the Lake Superior Transit line. The B. W. Blanchard takes the place of the St. Louis in that line. Captain Thorn and the St. Louis crew will man the Blanchard.

The boat G. A. Winters, laden with 7,800 bushels wheat, on Friday night struck the canal bank near Georgia street, filled and sank. The cargo was insured for $8,000 in the Continental company, who sold it at 40 cents per bushel to Kennedy & Pfohl. The boat was pumped up and towed to Lockport, a steam pump accompanying her. There she was to be docked and repaired, and then take the wheat as it is to New York, where it was to be sold for starch making.

Lake receipts at Buffalo for last week were 456,860 bushels corn, 1,310,450 bushels wheat, 55,220 bushels barley, and 16,000 bushels rye; total, 1,838,530 bushels; also 128,150 barrels flour, and 389,220 bushels flaxseed. Canal shipments were 1,106,070 bushels wheat, and 194,180 bushels corn; total, 1,300,250. Coal shipments by lake for the week were 47,130 tons, and thus far this season, 1,250,420 tons, against 1,253,520 tons last year.

A notice from the United States treasury department says: "Masters of all tugs having in tow vessels bound for Buffalo from Canadian ports are requested to signal for an inspector, who will be stationed at the life saving station." Local tugmen will do well to bear this in mind. It is a precaution against the possibility of the introduction of smallpox into this city.

Grain in elevators at Buffalo, 4,981,000 bushels, and nearly 1,000,000 afloat.

WM.

FRANKFORT.

Special to the Marine Record.

Lieutenant Rogers, of the life saving service, has returned to Chicago from an extended tour of his district. The work on the new stations to be built here and at Pentwater, will be pushed rapidly.

The schooner Guido Phister, reported total loss at Duluth, was built by Hanson & Scove at Manitowoc in 1873, and your correspondent was on her decks when the word of command was given to cut the cable, and gracefully she slid into her element. With her loss 661.40 tonnage is wiped out from the lake marine.

It is surprising to those who have taken pains to notice the number of new ports that have sprung up along the lakes the past season. In looking over the arrivals and dapartures in a Chicago daily we find vessels bringing cargoes from the following ports, that seem to have sprung up in the night like a mushroom, and will no doubt force friend Barnet, of coast pilot fame, to get out a new edition of his Pilot: Nahama, Two Harbors, Aval, Port Scott, Onekama, Brookfield, Sag Head Harbor, Tufts Pier, Naknae, Silver Lake, Scott's Point, Wheaton's Landing, Bruce Mines, Gilchrist, Ironton, Mathieus Pier, Maitowaning, Stampton, Gillspier, and numerous others. I venture to say that the localities are known to some, but that the majority are in blissful ignorance as to the whereabout of said places.

Steamship W. H. Gratwick and two consorts sailed recently with pine lumber for Tonawanda. They will make one more trip to this port this fall. The Gratwick is a noble craft, commanded by Captain Mitchell, of Marine City, and has been a steady trader to this place since she was built, which was in 1880. She has a capacity of 450 m lumber, her gross tonnage is 474.86, and 389.49 net, official number 80,777, built at Detroit. Her engine has a nominal horse power of 1,000. She rates A1. This steamer must not be confounded with the steamer W. H. Gratwick, of Buffalo, built there in 1882, 20 tons gross, and 10 tons net burden, and whose official number is 80,879. The consorts of the Gratwick are barge Robert L. Fryer, Captain Crocker. She carries about 800 m lumber, was built at Detroit in 1880, and is 501.51 net tonnage. On this trip she took on board the engine and boiler of the tug Ruby, which will be placed on a steam sand scow, on Detroit river, the property of Captain Crocker. The next barge is the Selden E. Marvin, Captain Hazen, built at Toledo, O., in 1881. She is a stauch craft, measures 587.56 tons net, and is owned by the Tonawanda Transportation Company, as are the afore mentioned, and hail from Detroit.

Lieutenant J. H. Rogers, of life saving service, to-day, appointed our township treasurer, C. S. Collier, superintendent of construction for the new life station here. Beside the two offices mentioned above, Mr. Collier holds those of harbor master, signal service officer, lumber inspector, and lumber salesman for Hall & Lincoln. Six positions ought to be able to tire him when night comes. Who can best this record?

BURMEISTER.

A PILGRIM.

YOUNGSTOWN, O., October 27.

To the Editor of the Marine Record.

In historical literature we read of a pilgrimage to some place of worship or of infinite sacredness, but The Second Engineer goes on record as a pilgrim, slowly, but I trust surely, wending his way homeward from a temple of injustice. In countries where the reign of suppression is supreme, it is often deemed to be a crime to be born under certain conditions, but Buffalo, the home of a President, has set the example by letting the world know that, even in this free country it is a crime to be (not born exactly a river engineer) a river engineer, and they threw over me the cloak of almost impenetrable darkness, and so retained me, during a business visit to that antiquated village.

The popularity of the RECORD caused my request for an engineer to be read by so many that, on returning to Cleveland, I had hardly touched the pavement of Bank street before I was surrounded by a howling mob, each member of which claimed he had been especially engaged. By a free use of oily gammon, which Britton, the oil man, taught me at the Gibson House, Cincinnati, last winter, I got clear of the crowd and started down the Valley track like Weston, the walker, and landed in Hinckley the first day. From Hinckley to Akron I was taken in a wagon, and from Akron to Youngstown I deadheaded my way on the train.

I am going out from here in a few days with Edwin Stageatruck, the gifted tragedian, to whose Hamlet I shall double Horatio and the Ghost. We open here Monday, and remember that in sending my complimentary tickets to the RECORD office I want it understood that no steamboat man is to have any.

THE SECOND ENGINEER.

Renew your subscriptions to the RECORD.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XLI.

During the season of 1848 the following new steamers were commissioned, and commenced plying on the lakes. There were others in a forward state of completion, but did not commence running:

Steamer Franklin Moore, 300 tons, high pressure, built at Newport.

Steamer Arrow, 350 tons, low pressure, built at Trenton.

Steamer Tecumseh (formerly Fairport), 259 tons, high pressure, built at Algonac.

Steamer Julius D. Morton, 400 tons, high pressure, built at Monroe.

Steamer Empire State, 1,700 tons, low pressure, built at St. Clair.

Steamer Queen City, 1,000 tons, low pressure, built at Buffalo.

Steamer Columbia, 167 tons, high pressure, built at Fairport.

Steamer Globe, 1,200 tons, high pressure, built at Truago.

Steamer John Hollister, 300 tons, high pressure, built at Perrysburg.

The F. Moore was propelled by the engine formerly in the Huron, which came out in 1840. The Tecumseh was built from the burned ruins of the Fairport, and had her engine. The J. D. Morton had the engine formerly in the steamboat Constitution. The Queen City had placed in her the engine of the steamboat Buffalo. The latter, during the winter, was made into a barque and sailed by Captain C. J. Magill.

Soon after navigation was resumed one of the most violent northeast gales swept over the entire lake region, which was doubtless without a precedent, causing the destruction of a half million of property beside numerous lives. The steamer Oregon, Captain Chapman, bound westward from Buffalo, when off Fairport, had both smokestacks swept overboard. Her anchor was let go with a full scope of chain, and while swinging to her anchor an immense sea boarded her and swept her cabin from the main deck, baggage rooms and baggage, all on board having previously fled to the upper cabins. In this dilemma she dragged until the day following, when off Cleveland, the steamer Diamond went to her rescue, and towed her into that port. The storm set in April 18, and came more in the shape of a cyclone, and gradually settled into a gale of two days' duration. The splendid steamer Niagara, on Lake Ontario, belonging to the Ogdensburg line, was driven ashore at the mouth of the Genessee river and was wrecked. Five vessels went ashore at Sandusky peninsula, and, in short, wrecks were scattered promiscuously on all the lakes. The brig General Worth, built by Mr. Treat, had just been launched the day previous at Euclid, below Cleveland, met the full force of the storm, but by superhuman efforts was protected and saved from destruction.

The saddest of the season's casualties was the destruction of the propeller Goliah, by fire and explosion on Lake Huron with the loss of 18 lives. The Goliah left St. Clair river September 18, with a very heavy cargo, consisting in part of 200 kegs of powder, 20,000 bricks, 30 m lumber, 40 tons of hay, and about 2,000 bbls. of provision and merchandise, destined for the Lake Superior Mining Companies. On Thursday morning, soon after daylight, she was seen about eight miles from shore, with her mast and smokestack overboard, the wind blowing S.E. by east, and the steamer drifting toward shore. It was evident from the large volume of smoke that issued from her that she was on fire. She drifted to within two miles of the shore, the surf being very high and the wind subsiding. About 9 a. m. the wind shifted to southwest, and the burning hull receded from the shore, and when about three miles out, exploded with a tremendous noise, throwing fire and fragments to a great height. Efforts were made by a Mr. Whitcomb and others to launch a boat with a view of rendering assistance if possible, but the heavy breakers prevented the possibility of getting a boat beyond the surf. It was ascertained that about 18 persons were on board. Captain Cottrell, Captain Beckley, and Lieutenant Schwartz were of the number. There were not less than 15 persons on shore who saw the burning and explosion of the propeller. The schooner Spartan, Captain Fuller, left the St. Clair river three hours behind the Goliah, and after several hours' sail, saw, heard, and distinctly felt the explosion, though many miles distant. The charred upper works of the ill-fated craft were discovered at Pine Point, above Goderich, the mast coming ashore at Kincardine. Among the articles which came on shore were from 200 to 300 barrels of flour and corn meal, the barrels being marked with the brand "City Mill, D. Harvey." No bodies were ever found.

A line of steamers was formed in 1848 to ply between Monroe and Buffalo, consisting of the following boats: Steamer Southerner, Captain A. D. Perkins; Baltimore, Captain A. D. Perkins; DeWitt Clinton, Captain Lamb; Ben Franklin, Captain J. L. Edwards, and the Julius D. Morton, Captain C. C. Roby. The line was to ply in connection with the Michigan Southern railroad.

The antiquity hunters, about these times, were in hot pursuit of the origin and from whence came the name of our sister city Sandusky. It was discovered that the name was received from a Polish trader by the name of "Sanduski," who located himself near the site of Lower Sandusky, about one hundred years previous. From authentic records it appeared that he descended the Ohio in 1773, and cut the first tree where Cincinnati now stands.

The commercial market during the month of May, 1848, ruled at the following quotations: Flour, mostly in small lots, $4.87½ and $4.94; corn, but little offered and dealers sought the Ohio market for a supply, an importation of which brought 42c. at Detroit; oats in good demand at 34c. and 35c., without getting enough to supply the market; mess pork, $9 and $10, with not much doing; white fish, whole barrel, $7; half barrel, $3.75.

Navigation opened at Buffalo March 30, the steamer United States the first boat out. The Straits of Mackinaw were clear April 28, the steamer Louisiana, Captain T. J. Richards, the first boat through going west.

There were a few changes in the appointment of steamboat captains in 1848, as follows, omitting those of 1847 who retained their position, and need not be repeated. There were also some changes during the season:

Steamer New Orleans, Captain John Y. Nicholson, of Buffalo.

Steamer General Scott, Captain Hinde, succeeded by Captain John Vail.

Steamer Detroit, Captain J. C. Benjamin, plied to the ault.

Steamer Islander, Captain N. Orr, Detroit and Sandusky.

Steamer Champion, Captain W. W. Brown, Detroit and the Sault.

Steamer Michigan, Captain John Stewart, Buffalo and Green Bay.

Steamer Lexington, Captain Randall, brother of Captain H. Randall.

Steamer Diamond, Captain B. Trowbridge, Buffalo and Cleveland.

Steamer Tecumseh, Captain John Martin, Detroit and the Sault.

Steamer Romeo, Captain Wm. Wylde, Detroit and Mt. Clemens.

Steamer Oregon, Captain G. Chapman, Buffalo and Chicago.

Steamer De Witt Clinton, Captain Lamb, Buffalo and Monroe.

Steamer America, Captain D. Howe, Buffalo and Chicago.

Steamer Empire State, Captain M. Hazard, Buffalo and Chicago.

Steamer Sultana, Captain G. Appleby, Buffalo and Chicago.

Steamer Baltic, Captain L. H. Cotton, Buffalo and Chicago.

Steamer Frank Moore, Captain E. Ward, Detroit and Port Huron.

Steamer Niagara, Captain W. T. Pease, Buffalo and Chicago.

Steamer St. Louis, Captain F. S. Wheeler, Buffalo and Chicago.

Steamer Chautauqua, Captain A. W. Rossman, Buffalo and Detroit.

Steamer Bunker Hill, Captain Hinde, Detroit and Sandusky.

Steamer Arrow, Captain R. Wagstaff, Detroit and Sandusky.

Steamer Columbia, Captain L. B. Parker, Detroit and Port Huron.

Steamer Nile, Captain C. Blake, Buffalo and Chicago.

Steamer A. D. Patchin, Captain H. Whitaker, Buffalo and Chicago.

Steamer Hendrik Hudson, Captain J. Imson, Buffalo and Chicago.

Steamer G. P. Griffith, Captain A. T. Kingman, Buffalo and Chicago.

Steamer Pacific, Captain O. Salisbury, Buffalo and Detroit.

Steamer John Hollister, Captain Selah Dustin, Detroit and Toledo.

Steamer Queen City, Captain T. J. Titus, Buffalo and Chicago.

Steamer Globe, Captain Robinson, Buffalo and Chicago.

Steamer Southerner, Captain A. D. Perkins, Buffalo and Monroe.

Steamer Ben Franklin, Captain J. L. Edmunds, Buffalo and Monroe.

Steamer J. D. Morton, Captain C. C. Roby, Buffalo and Monroe.

Steamer Lexington, Captain D. P. Dobbins, per season, Buffalo and Detroit.

Steamer Ohio, Captain M. Capron, per season, Buffalo and Detroit.

Steamer Wisconsin, Captain G. T. Pheatt, Buffalo and Chicago.

Steamer Baltimore, Captain G. A. Strong, Buffalo and Monroe.

Steamer Saratoga, Captain C. C. Stanard, Buffalo and Chicago.

Steamer Empire, Captain H. Randall, Buffalo and Chicago.

During part of the season, the Chautauqua, Captain J. W. Keith.

The following propeller appointments were made, not including those in a previous chapter.

Propeller Manhattan, Captain John McFadden, Buffalo and Chicago.

Propeller Goliah, Captain Cotterell, Cleveland and the Sault.

Propeller Delaware, Captain J. W. Tuttle, Buffalo and Chicago.

Propeller Hercules, Captain Gardner, Buffalo and Chicago.

Propeller Oregon, Captain A. E. Hart, Buffalo and Chicago.

Propeller St. Joseph, Captain H. Squier, Buffalo and Chicago.

Propeller Sandusky, Captain E. Brundage, Buffalo and Chicago.

Propeller Sciota, Captain E. Bates, Buffalo and Chicago.

Propeller Ogontz, Captain Lundy, Buffalo and Chicago.

Propeller Montezuma, Captain Warner, Buffalo and Chicago.

Propeller Indiana, Captain Bradley, Buffalo and Chicago.

Propeller Monticello, Captain Robertson, Buffalo and Chicago.

Steambarge Petrel, Captain J. W. Kelsey, first on the lakes.

Forwarding and commission merchants, not previously enumerated: W. A. Otis & Co., Cleveland; E. M. Fitch & Co., Cleveland, C. Bradburn & Co., Cleveland; Graves & Wickware, Detroit; A. E. Bissell, Detroit; Ives & Black, Detroit; H. H. Brown & Strong, Detroit, Backus & Bissell, Detroit, Bridge & Lewis, Detroit; Morton & Wing, Monroe; C. D. Farlin & Co., Detroit; E. Haskell & Co., Toledo; Truman Wiman, Oswego; H. C. Wright & Co., Oswego; R. Winslow & Co., Cleveland; Biddle & Co., Mackinaw; L. W. Tinker & Co., Sault ste. Marie; Niles & Wheeler, Buffalo; Sears & Griffith, Buffalo; Kimberly, Pease & Co., Buffalo; Knapp & Strong, Racine; Bronson & Colton, Monroe; Hutchinson & Wheeler, Southport; R. C. Bristol, Chicago; Dole & Rumsay, Chicago; John S. Newhouse, Chicago; H. Norton & Co., Chicago.

THE FUTURE.

Special Correspondence to the Marine Record:

BOSTON, October 20.

With the model ship Future we shall start about November 1st, and go as far as New Orleans. The Future and her displacement will be six tons from her water line down. Her total buoyancy, up to two feet above load water line, including the six tons displacement, will be 20 tons. Her stability is far greater than any other vessel of her size ever built Her steadiness in rough water has never been equaled, and cannot possibly be by vecsels as now formed. She is now twelve years old, and with sails only, she has, in times of great gales, made unprecedented speed. No waves have ever broken over her, nor is it possible for them to do so. Her staunchness also, for size and weight, has never been equaled. She is built on the new composite construction, of wood, and has proved beyond a doubt that it is far superior to iron in every respect. She has for eight years been hauled out on Nantasket Beach, with no shelter, exposed to the full heat of the sun, which has been so great as to blister the paint on the inside of her cabins, and yet her seams are as perfectly close as when she was first built; so close that at a glance, you cannot see that she has any seams in her. No putty or calking needed in that kind of build. Iron is many times heavier than water. This little vessel's material is 25 per cent. lighter than water, and if full of water its buoyancy would sustain over one ton. In addition to this she has in her bottom two air-tight compartments which will buoy up over three tons. These are directly under her, and if one should, by any chance, get ruptured, it could only destroy its own buoyancy of 1½ tons. She draws but 15 inches of water, and is the only vessel built with so light a draft of water that can hold a direct course in a "beam wind," and make no lee way. She has no center board or keel of any kind; needs none. Her ploughs do the work and hold her firm.

Yours respectfully, J. W. NORCROSS.

A LAKE THAT NEVER FREEZES NOR GIVES UP ITS DEAD.

The Salt Lake Herald says: Truckee is a thriving railroad town, and the starting point for Lake Tahoe, called the "Gem of the Sierras." Half of the lake is in Nevada, the other half in California. It is 28 miles long, and from 12 to 16 miles wide, and has been sounded to a depth of 1,600 feet. Its waters are beautiful ultramarine, and it may be called the purest water in the world, containing, by analysis, only 4 per cent. of impurities. It is so light and mobile as to be easily lashed into a foam or calmed to a mirror like surface. In the early morning it is like a looking glass with surrounding objects reflected in it with surprising accuracy. Several steamers of small tonnage are used in navigating it. Its altitude is about 6,300 feet; it is always cool and pleasant in the hottest weather. The lake never freezes and never gives up its dead. No person who has ever been drowned in it has been known to rise to the surface. Wood, as soon as it is saturated, sinks to the bottom. The water is as clear as crystal, and huge rocks, fifty feet down, are plainly discernible. In fact it is a marvel, and the very contrast of our own Salt lake, for this is so dense and sluggish as to offer great resistance to the human body and everything else that will float.